



# ORDINANCE, ADDENDUM & ERRATA SHEET

Ordinance No. 29-01

ORDINANCE:

To adopt the Town Center Master Plan  
as an amendment to the adopted Master Plan  
for Rockville

WHEREAS, pursuant to Section 3.08 of Article 66B of the Annotated Code of Maryland, the Mayor and Council of Rockville did, by Ordinance No. 21-93, adopt the 1993 Master Plan (the “Master Plan”) for the City of Rockville (the “City”); and

WHEREAS, the City of Rockville Planning Commission (hereinafter referred to as the “Commission”), under the provisions of Section 3.07 of Article 66B of the Annotated Code of Maryland may recommend adoption of any amendment or extension of or addition to the Master Plan; and

WHEREAS, the Mayor and Council requested the Planning Commission to make, approve and recommend to the Mayor and Council a Master Plan for the Town Center Planning Area of Rockville (the “Town Center Master Plan”); and

WHEREAS, the City hired a consultant team to assist the City staff in the preparation of a draft Town Center Master Plan; and

WHEREAS, in November, 2000, the Mayor and Council appointed the Town Center Master Plan Advisory Group, consisting of citizens, property owners, developers, business owners, and government representatives, to review the Town Center Master Plan and the consultant’s recommendations; and

WHEREAS, in connection with the preparation of the Town Center Master Plan, the City staff, the Advisory Group and the consultants did carefully and comprehensively survey and study present conditions, projections of future growth of the Rockville Town Center, and the relation of the Town Center to neighboring areas and jurisdictions; and

WHEREAS, the Town Center Master Plan has been prepared for the purpose of guiding and accomplishing coordinated, adjusted and harmonious development of the Rockville Town Center and its environs; and

WHEREAS, the Advisory Group completed its review in April, 2001 and the draft Town Center Master Plan was presented to the Mayor and Council and Planning Commission at a joint worksession on May 9, 2001; and

WHEREAS, the City conducted an extensive public outreach program, including presentations of the draft Town Center Master Plan to various community groups and organizations; and

WHEREAS, on July 18, 2001, the Planning Commission conducted a public hearing as required by law which was followed by public work sessions leading to the development of the approved Town Center Master Plan by the Planning Commission; and

WHEREAS, on August 1, 2001, the Planning Commission adopted a resolution approving the Town Center Master Plan as modified by the Addendum and Errata Sheet dated August 1, 2001; and

WHEREAS, under the provisions of Section 3.08 of Article 66B of the Annotated Code of Maryland, the Mayor and Council is required to adopt amendments to the Master Plan for the City of Rockville; and

WHEREAS, the Mayor and Council held a public hearing on October 1, 2001 to receive further public comments on the approved Town Center Master Plan submitted by the Rockville Planning Commission; and

WHEREAS, the Town Center Master Plan dated May 2, 2001, as set out below, defines a vision and describes expectations for the Town Center, establishes goals and objectives for the Town Center, and serves as a guide to public and private actions and decisions to insure the development of public and private properties and appropriate relationships.

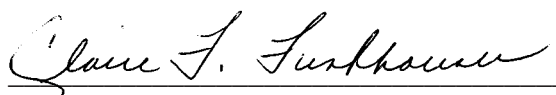
NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND COUNCIL OF ROCKVILLE, MARYLAND, that the Town Center Master Plan be, and the same is hereby, adopted as an amendment to the Master Plan for the City of Rockville, said Town Center Master Plan consisting of the publication entitled "Rockville Town Center Master Plan" dated May 2, 2001, including all attachments and exhibits thereto, and the Addendum and Errata Sheet for the Town Center Master Plan dated October [11] 17, 2001.

Note: [Brackets] indicate material deleted after introduction.

Underlining indicates material added after introduction

\*\*\*\*\*

I hereby certify that the foregoing is a true and correct copy  
of an ordinance adopted by the Mayor and Council at its  
meeting of October 22, 2001.



Claire F. Funkhouser, City Clerk



# Addendum and Errata Sheet

## Town Center Master Plan

Mayor and Council  
October 17, 2001

### Study Area Boundary Adjustments

Study Area Boundaries (p. 21)

...As such, some of the areas described within this Master Plan would benefit from more detailed planning within the context of areas adjacent to the Town Center with which they have more in common. For example, North Stonestreet Avenue and, to some extent, the Metro station environs should be master planned in conjunction with an overall East Rockville and Lincoln Park neighborhood planning initiative. For this reason, the Plan recommends that the Planning Area boundary be adjusted upon completion of those future neighborhood plans to incorporate the planned residential areas into the neighborhood planning areas. Similarly, Rockville Pike...

*Note: Maps in the TCMP will be adjusted accordingly to outline this area.*

### Transition Areas

Land Use Recommendations (p. 46, new paragraph)

Transition areas between the urban core of Town Center and adjacent residential areas are necessary to protect the quality of life and character of some of Rockville's oldest neighborhoods. The Town Center Master Plan reinforces the existing transition areas west of North Washington Street, as outlined in the Coordinated Planning Area of the West End Woodley Gardens East/West Neighborhood Plan that provide a decrease in scale, density and height of buildings from the core of Town Center to the single family homes in adjacent residential neighborhoods. These transitional areas are intended to limit further commercial encroachment into residential neighborhoods. Additional transitional areas may be appropriate where none currently exist, including along South Washington Street south of Vinson Street, and on the east side of the Metro/CSX tracks in the North and South Stonestreet Avenue corridor. Appropriate design standards should be applied that are tailored to these specific areas. Innovative concepts such as floating zones may be employed to delineate transitional areas.

*Note: Maps in the TCMP will be adjusted as necessary to show the Coordinated Planning Area.*

Note: Underline text is to be added to the Plan  
~~Strikethrough text is to be deleted from the Plan~~

## Clarification to Land Use Recommendations

A secondary pedestrian spine along North Washington Street should be implemented to complete a 'loop' created by the creation of the East Montgomery Avenue and Maryland Avenue corridor. The loop may be reinforced by the creation of a restaurant district along the northern portion of Maryland Avenue extended and North Washington Street, between Martin's Lane and Beall Avenue. The urban core would be complemented.....(p. 46, par. 2)

The area east of the CSX tracks, (approximately north of Park Road along CSX), is a transition area to residential neighborhoods. The introduction of office uses in this area on the west side of North Stonestreet Avenue was recommended, in part, to build on the quality of the National Institutes of Health printing facility and to create opportunities for higher and better utilization of land in this area. The transitional properties on the east side of North Stonestreet Avenue are appropriate for residential uses, including single family detached, single family attached and multifamily buildings with ancillary ground floor retail. In addition, ..... (p. 46, par. 2)

## Open Space and Farmers' Market

Addition to the list of elements of the Desired Framework diagram (p. 43)

- Public open space in the form of a Town Square along Maryland Avenue extended

Addition to "Organizing Design Elements" (p. 57-58)

- Central urban park:
  - Provide public gathering space along Maryland Avenue
  - Opportunity for public art, landscaping, benches and other pedestrian amenities
  - Potential location for Farmers' Market
  - Approximately one-half acre in size

Open Space (p. 59-60)

Although it is recommended in the design guidelines that open space amenities be incorporated and encouraged within all new private developments, the Master Plan proposes possible designated public open space at the following locations, if feasible:

- Public plaza on Maryland Avenue extended

#### Organizing Design Elements Policies (p. 56)

- Maryland Avenue should be designed as an ~~uninterrupted~~ continuous retail corridor. ~~Curb cuts, the introduction of large open space, etc. should be minimized so that a~~ A critical mass of retail establishments should ~~can~~ be provided while detrimental features such as multiple curb cuts should be minimized. The central urban park to be located on Maryland Avenue, as well as various pocket parks, should be designed to complement the retail and entertainment corridor.

#### Urban Design Overlay District Guidelines

- Create streetscapes and public spaces that feel comfortable to pedestrians by encouraging inclusion of green space and/or green areas.

#### Applicability of Design Guidelines

Addition to “Design Guidelines Recommendations” (p. 93, after third paragraph)

The Design Guidelines are intended to provide guidance for developers and designers as to how future construction in the Town Center should be designed. The Guidelines are not intended to be requirements but principles that should be followed. Exceptions to the Guidelines will be considered if the design as proposed meets the intent of the guidelines and purpose of the Town Center Master Plan. The Guidelines shall apply to both public and private development within the Urban Design Overlay District.

#### Proposed Zoning Changes

Changes to the list of zoning changes (p. 92-93):

4. A change in zoning of properties on the west side of North Washington Street between Wood Lane to Ivy League Lane ~~north of Frederick Avenue~~ from TCO-1 (FAR of 1.0) and C-2 to the new TC-1 (FAR of 1.0) ~~TC-2 (FAR of 2.0)~~ ~~which would increase the allowable density of the properties and would allow for greater flexibility of uses.~~
7. A change in zoning of property at the southwest corner of Fleet Street and Monroe Street from R-90 to R-30, or to a new zone that would allow for an appropriate scale of single-family attached or multifamily development.

Note: Underline text is to be added to the Plan  
~~Strikethrough text is to be deleted from the Plan~~

8. ....

13. A change in the maximum height limit to 110 feet for buildings built prior to July 1, 2001 in the TC-2 Zone, immediately south of Church Street and east of MD 355.
14. Allowing freestanding restaurants in the TC-1 Zone as a permitted use along North Washington Street. Drive-through restaurants shall not be allowed. To encourage restaurants to locate in the proposed restaurant district, flexible parking regulations should be developed to allow for parking reductions when valet or other public or private off-site parking is provided.

*Note: Changes to the recommended zoning map would implement these changes and also include the mapping of all properties north of Beall Avenue between North Washington Street and Hungerford Drive to the TC-3 Zone. Also included is a correction to the map shown in the Plan for property at 208 Monroe Street, which should be in the O-2 Zone and not the R-60 Zone as shown.*

## **Design Standards for Parking Structures**

### **Parking Design Guidelines (p. 98)**

Parking garages in the Town Center shall be adequate, convenient, and attractively designed. It shall be constructed interior to the Town Center and not constructed adjacent to existing residential neighborhoods. The view of parking structures from streets in Town Center and adjacent residential neighborhoods should be minimized, with the preferred locations being behind residential units, offices and stores along the street frontage or underground. An effective signage and wayfinding program shall be instituted in Town Center to guide visitors to parking facilities and mass transit connections.

### **Applicability of Design Guidelines to South Washington Street**

#### **Design Guidelines (p. 95-96)**

SL-2: All buildings must be built at edge of public right-of-way except those that front MD 355 and South Washington Street south of Vinson Street. Building setbacks shall be sufficient to provide for pedestrian circulation and activity. Thus, additional dedication of public right-of-way may be required.



BSM-1: Buildings throughout the overlay district should be at least two stories in height. Along Maryland Avenue north of Jefferson Street, buildings should be at least three floors in height.

## **Pedestrian Connections to East Rockville**

Transit/Metro station policies (p. 49-50)

- Pedestrian accessibility between East Rockville neighborhoods and Town Center should be enhanced by provision of clear and convenient pedestrian connections provided through the Metro station site to the pedestrian promenade and to at-grade pedestrian crossings of MD 355

## **Removal of Traffic Circle**

Proposed Transportation, Circulation & Infrastructure Improvements (p. 54)

- ~~Urban design treatment, such as a traffic circle at the Beall Avenue/Maryland Avenue intersection~~ Design elements that could be incorporated into this space include:
- ~~Passive open space~~
- ~~Significant landscaping~~
- ~~Decorative lighting~~
- ~~Distinct and identifying architecture feature (i.e., potential sculpture, public art or significant water feature)~~

## **East Side Connectors**

Desired Framework Diagram (p. 43)

- New connections across the railroad tracks, the location and character of which will be evaluated as part of a neighborhood plan for the residential neighborhoods east of the railroad tracks generally located at Church Street-Baltimore Road and in the vicinity of Beall Avenue-Crabb Avenue

*Note: the Desired Framework diagram would be amended to change the label of “Critical Connections” to “Connections”, and to remove the Beall Avenue extension as a “Critical connection”.*

### Transportation and Circulation Infrastructure Policies (p. 53)

- Additional connections between the Town Center and East Rockville could be introduced and analyzed in the future (~~proposed are connections of Beall Avenue with Crabb Avenue and Church Street with Baltimore Road~~). These connections should not, however, be designed to funnel significant general additional traffic into residential neighborhoods.

### Proposed Transportation, Circulation and Infrastructure Improvements (p. 56)

- New east/west road extensions under the rail lines from MD 355 to North Stonestreet Avenue and/or to South Stonestreet Avenue ~~at Church Street~~, the locations, feasibility and benefits of which would be determined through a neighborhood planning effort and transportation analysis in conjunction with the State Highway Administration (SHA), Washington Metropolitan Area Transit Authority (WMATA) and the City.
- New railroad bridges at east/west neighborhood connections (~~north of Beall Avenue, Park Road and Church Street~~) to include significant design detailing.

### Catalyst Projects:

#### ~~4. Eastside Connectors (p. 72-73)~~

##### Summary of Project

~~The Metro and CSX railroad tracks currently separate Rockville's east side neighborhoods from the Town Center. The only access points to the Town Center from neighborhoods are Frederick Avenue (pedestrian only), Middle Lane/Park Road, and Veirs Mill Road. Two of these are well north and south of the heart of Town Center. The Town Center and the neighborhoods would benefit from connectors past the Metro and CSX tracks between the two areas. The Master Plan identifies potential places for these connectors at a location north of current Beall Avenue and at Church Street/Baltimore Road (see plan details below.~~

~~The connectors to the east side neighborhoods will benefit Town Center businesses by increasing their access to these neighborhoods. Residents should also benefit from improved access to the Town Center. Repeatedly throughout the planning process the physical separation of East Rockville from Town Center was highlighted as a point of concern. The planning team has tried to respond to those comments by identifying opportunities to introduce new streets that could provide both vehicular and pedestrian connections. None of the residential neighborhoods adjacent to the Town Center, however, are interested in generating~~

~~additional thru traffic in their neighborhoods. These conflicting attitudes would have to be resolved through additional discussions with the neighborhoods.~~

#### How & When

~~The eastside connectors will require buy-in from neighborhood residents and considerable investment by the public sector. Additional study and analysis is required to determine feasibility and desirability, which may result in the connectors not being constructed due to high cost, physical constraints or neighborhood concerns. The key steps necessary to accomplish this project are as follows:~~

- ~~Conduct meetings with neighborhood residents;~~
- ~~Address resident concerns;~~
- ~~Conduct traffic study;~~
- ~~Determine if connectors are acceptable to residents;~~
- ~~Design road, intersections and sidewalks;~~
- ~~Finalize engineering;~~
- ~~Produce engineer's cost estimate;~~
- ~~Identify and secure funding sources;~~
- ~~Acquire right-of-way;~~
- ~~Construct improvements.~~

~~Connecting the Town Center to the eastside neighborhoods should be a long-term goal (next 10 to 15 years) for the City. The issues of extending Maryland Avenue and parking are more important concerns and must be handled first. Dealing with the issue of the eastside connectors should come after the City completes Maryland Avenue and it has moved forward on the provision of parking.~~

#### Who & What

~~The construction of connectors to the eastside neighborhoods will involve a variety of public entities, including the City of Rockville, Montgomery County, eastside neighborhood groups, Maryland SHA, Metro and CSX. Funding for these 'high ticket' items will likely require a pooling of resources from the local, state, and federal levels.~~

#### Outcomes and Benefits

~~The primary outcome of the east side connectors will be easier vehicular and pedestrian traffic between the Town Center and the eastside neighborhoods. The enhanced access will increase the retail and entertainment desirability of the Town Center by encouraging eastside residents to easily access the area. In addition, improvements will be made to the circulation options in the Town Center.~~

~~The construction of each eastside connector is expected to cost between \$30 million and \$35 million. In part because of the improvement in connectivity, it is anticipated that this investment could encourage private sector investment (as shown on page 48) along the west side of North Stonestreet Avenue.~~

Inventory of Recommended Actions (p. 86) and Roles, Responsibilities and Partnerships (p. 87)

~~9. Construct eastside connector north of Beall Avenue~~

~~10. Construct east side connector at Church Street-Baltimore Road~~

## **Vinson Street Garage**

Parking (p. 60)

The above uses create a demand for nearly 8,000 new parking spaces. Potentially more than 8,500 spaces could be ~~are~~ provided in the following general locations ~~facilities~~ (see map on page 61):

- Between new District Courts and City Hall on vacated Vinson Street (approx. 700 garage spaces).
- As part of joint development of metro station (~~approx. 2100 garage spaces~~)

## **Parking at the Metro Station**

Transit/Metro Station Policies (p. 50)

- An adequate number of parking spaces to serve the Metro station site should be provided in connection with redevelopment. The current number of commuter spaces should only be replaced on a one-for-one basis after redevelopment. Because the station is not intended to be a commuter destination, the number of commuter spaces provided should not be increased due to possible neighborhood traffic conditions. Similarly, the number of spaces provided for office use on the site merits parking reductions due to the proximity of Metro. The number of spaces to be provided will be determined at the time of redevelopment of the station site and will take into account these considerations.

## **Cultural Amenities**

Organizing Design Elements Policies (p. 57)

Note: Underline text is to be added to the Plan  
~~Strikethrough text is to be deleted from the Plan~~

The Town Center should be a preferred location for cultural institutions and amenities, such as Rockville Arts Place or a Science Center, that serve the citizens of Rockville as well as provide tourism opportunities. These facilities should be located on prominent sites in Town Center.

## Undergrounding Utilities

Organizing Design Elements Policies (p. 57)

- Above-ground utilities, particularly overhead electric lines, should be placed underground whenever feasible. Further study should be undertaken to determine both the physical and fiscal (TIF, BID, grants, or other methods) feasibility of undergrounding utilities in Town Center.

## Historic Property Rehabilitation Tax Credit Program

Potential Local, State and Federal Funding Sources (p. 83)

- **Maryland Historic Property Rehabilitation Tax Credit Program** – allows for a credit of Maryland State income taxes equal to 25 percent of certified rehabilitation expenditures for eligible structures

## Historic Resources

Historic Context (p. 21-23)

The origination of Rockville dates back before ~~to~~ the Revolutionary War, ~~making it one of Maryland's oldest towns.~~ Early, Rockville was ~~originally~~ distinguished...(p. 21)

By the 1780s what was known as ~~the~~ Montgomery ~~County~~ Court House was named Williamsburgh and contained homes, ~~a~~ taverns, a court house, and a jail. At the turn of the century, the Maryland General Assembly ~~renamed~~ the Town Rockville, possibly to reflect its proximity to Rock Creek. (p. 21)

In 1873, the Metropolitan Branch of the Baltimore & ~~and~~ Ohio Railroad enabled Rockville ~~in~~ Rockville ~~allowed for country~~ residents to work in Washington, D.C. ~~and vice versa....~~ When the Town ~~City~~ limits were expanded in 1940...(p. 23)

## APPENDIX

### Historic Districts and Sites in Rockville Town Center

Among the many attractions of Town Center are the area's historic districts and resources. Preserving these historic districts and resources protects the City's physical and cultural heritage and encourages heritage tourism.

### HISTORIC DISTRICTS

Rockville's Historic District Commission (HDC) is responsible for recommending the designation of historic districts within the City. Historic district designation is implemented through an overlay zone defining specific historic sites and districts that reflect the cultural, economic, political or architectural history of the City. Historic district designation is an effective preservation tool to protect period neighborhood character. Within designated historic districts and designated sites, the Historic District Commission (HDC) has the authority to review changes to the exterior appearance of a structure or site to ensure changes as compatible with the structure and streetscape. County, state and federal tax incentives are available to defray the cost of renovations and maintenance for contributing resources within the historic district.

Rockville's historic district designation criteria are based on similar standards for properties eligible to be placed on the National Register of Historic Places, U.S. Department of the Interior. Potential historic districts are evaluated through the public hearing process for historical, cultural, architectural and design significance. Archeological sites are also eligible. If the HDC finds that a site meets one or more of the criteria, the level of significance (local, state, or national) is determined and the condition of the structure and site is evaluated. Single site historic districts are held to a higher standard than contributing sites in a historic district that overall exemplify a particular period of history or development. Based on the City's Historic District Designation Criteria, the HDC either votes to recommend or not recommend the site to the Mayor and Council for designation. The final determination of a site's legal designation as a historic district is made by the Mayor and Council through the Sectional Map Amendment process, which also includes a public hearing.

Town Center includes more historic districts and historic resources than any other part of the City. The original Town Plan of Rockville, which was recorded in 1803, consisted of a grid pattern of six streets, 19 blocks, and a total of 85 lots. Town Center includes all of the original town, with the exception of four lots on the west side of North Adams Street, between

Middle and Wood Lanes. Town Center is also the location of significant historic resources that have been lost. Most notable is Hungerford Tavern which was located near the north-west corner of West Jefferson and South Washington Streets and was the site of some of the most important events in the history of Montgomery County before, during, and after the Revolutionary War. The building was demolished in 1913.

A description of each of the historic districts and a list of their contributing resources within the Town Center Planning Area follow. Numbers in parentheses refer to map locations.

#### West Montgomery Avenue Historic District

A portion of the West Montgomery Avenue Historic District is located within Town Center. It is the largest historic district in Rockville and is predominantly comprised of residential structures that represent a wide range of architectural styles from the 18<sup>th</sup> to the 21<sup>st</sup> century.

- 101 W. Jefferson St., Rockville Christian Church (1)
- 100 W. Montgomery Ave., Rebecca Veirs House (2)
- 110 W. Montgomery Ave., Rockville Methodist Church (3)
- 114 W. Montgomery Ave., Edwin West/Daisy Magruder House (4)
- West Jefferson Street, Old Baptist Cemetery (5)
- 111 W. Jefferson St., Methodist Parsonage (6)
- 107 W. Jefferson St., Cooke Luckett House (7)
- 14 S. Adams St., Bessie Lyddane House (8)
- 12 S. Adams St., Jerkinhead Cottage (9)
- 10 S. Adams St., Cottage on Quality Hill (10)
- 39 W. Montgomery Ave., Judge Anderson's House (11)
- 5 N. Adams St., Jenkins/ Miller/ McFarland House (12)
- 9 N. Adams St., Baptist Parsonage (13)
- 101 N. Adams St., Robb/ Higgins/ Ward House (14)
- 107 N. Adams St., Grahame House (15)
- 109 N. Adams St., Darby House (16)
- 17-21 Wood Lane, Jerusalem Methodist Episcopal Church and parsonage (17)
- 103 W. Montgomery Ave., Beall-Dawson House and Dr. E. E. Stonestreet's Office (18)
- 115 W. Montgomery Ave., Stokes House (19)
- 117 W. Montgomery Ave., Lowry Villa (20)
- 104 W. Jefferson St., Prettyman House (21)
- 103 S. Adams St., Rockville Academy (building only) (22)

#### South Washington Street Historic District

The South Washington Street Historic District is comprised of eight structures from the late

19<sup>th</sup> to the early 20<sup>th</sup> centuries that now house commercial and institutional uses.

110 S. Washington St., Dr. Linthicum House (23)

108 S. Washington St., Warner House (24)

104 S. Washington St., Anderson House (25)

100 S. Washington St., Porter Ward House (26)

101 S. Washington St., Lamar House (27)

105 S. Washington St., Greene House (28)

107 S. Washington St., Abert House/The Rectory (29)

109 S. Washington St., Christ Episcopal Church (30)

#### Courthouse Square Historic District

The Courthouse Square Historic District includes institutional buildings from the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. The Allfirst Bank Building (formerly First National Bank and Farmers Bank) at 4 Courthouse Square is not in the local district but is on the National Register and is Rockville's only remaining example of Art Deco.

Courthouse Square, 1891 Red Brick Courthouse (31)

Confederate Soldier at Courthouse Square (32)

27 Courthouse Square, 1931 Grey Courthouse (33)

S. Washington St. and W. Montgomery Ave., Old Post Office (34)

#### Baltimore and Ohio Railroad Historic District

This district consists of three institutional and commercial properties dating to the 19<sup>th</sup> century.

520 Veirs Mill Road, St. Mary's Church and Cemetery (35)

22 Baltimore Rd., Wire Hardware (36)

98 Church St., Baltimore Rd., B&O Railroad Station (37)

#### Lincoln High School Historic District

The Lincoln High School District is solely composed of the former Lincoln High School which was built in 1935 and is the oldest remaining high school constructed for black students in Montgomery County. It is also one of the few remaining examples of institutional architecture from the mid-1930s in the City.

595 N. Stonestreet Avenue, Lincoln High School (38)

Properties Listed on the National Register of Historic Places but NOT in the City of



### Rockville Historic Districts

All of the historic districts in Town Center and listed above (except for the Lincoln High School Historic District) are also listed on the National Register of Historic Places, although the boundaries vary slightly in some cases.

Several individual sites in Rockville are listed in the National Register of Historic Places but are not designated as a local historic district. The HDC reviews these sites to determine impact and make a recommendation when demolition or exterior alterations are proposed that might change their historic character. National Register sites are eligible for tax credits. National Register sites in Town Center that are not in a Rockville Historic District include:

103 South Adams St., the property surrounding Rockville Academy (39)

4 Courthouse Square, Allfirst Bank(formerly First National Bank and Farmers Bank)(40)

### HISTORIC RESOURCES

Historic Resources are buildings or other property that have been recognized as possessing historic, cultural, architectural, artistic or archeological significance, but are not included in any of the Rockville Historic Districts nor are they listed on the National Register of Historic Places.

Most of these resources are documented on a Maryland Historical Trust form. They are also listed and described in the Rockville Historic Buildings Catalog. They are not eligible for tax credits and proposals for substantial alteration or demolition trigger an evaluation for historic designation. There are numerous undesignated historic resources within Town Center, including:

101 Maryland Ave., B.R. Stone (Boundary of Rockville Stone) (41)

111 Maryland Ave., City Hall (42)

101 Fleet St. (43)

103 Fleet St. (44)

105 Fleet St. (45)

107 Fleet St., Robertson House (46)

100 S. Adams St, Rockville Christian Church Parsonage (47)

104 S. Adams St. (48)

106 S. Adams St. (49)

108 S. Adams St.(50)

110 S. Adams St. (51)  
15 W. Montgomery Ave., England's Cottage (52)  
18-20 W. Montgomery Ave., Dawson Store/Burbanks (53)  
118 S. Van Buren, Brunett House (54)  
Town Clock, East Montgomery Ave. (55)  
115 Park Rd., Spates Bungalow (56)  
401 Fleet Street, Park Street Elementary School (57)  
706 Rockville Pike, Simmons Building (58)

Historic Resources Immediately Outside of Town Center

Many of the historic districts in Town Center overlap some of the City's oldest neighborhoods such as Haiti/Martin's Lane, Lincoln Park, Croydon Park, and the West End. Some of the City's historic sites are located in these neighborhoods, yet lie just outside the Town Center Planning Area.

These sites include several properties in the Haiti/Martin's Lane neighborhood which has cultural and historic significance as an early African-American neighborhood in Rockville. Haiti Cemetery, the oldest known burying ground for African-American residents in the City, and four houses along Martin's Lane (206, 22, 13, and 11 Martin's Lane) are located immediately west of the Town Center boundary.

To the east of Town Center are three structures along Lincoln Avenue (302, 305, and 311 Lincoln Avenue) that are good examples of this late 19<sup>th</sup> century subdivision. Lincoln Park is one of the oldest African-American communities in the County. This neighborhood continues to have a very strong identity, with long-term residents, including several generations of some families.

Five structures on Veirs Mill Road (808, 812, 814, 816-818, and 822 Veirs Mill Road) are known as the Janeta Houses and are typical of the vernacular architecture which characterized late 19<sup>th</sup> century development in the City. These houses are located at the edge of the Town Center Planning Area in the East Rockville neighborhood. The earliest subdivision in East Rockville was Rockville Park which is centered along Baltimore Road and Reading Avenue and includes several more historic resources.

The Dawson Farm Historic District, which includes two farmhouses dating to 1874 and 1912, is located southeast of Town Center. Dawson Farm is significant both for the architecture of the buildings and its historical association with the Dawsons, a prominent Montgomery County family.

Finally, the majority of the West Montgomery Avenue Historic District as well as several significant but undesignated historic resources in the West End neighborhood are located just west of the Town Center Planning Area.

#### Recommendations

The purpose of delineating the historic properties in Town Center is to ensure that redevelopment in Town Center is sensitive to the resources in the planning area. The City's existing policies, as previously described and contained in other documents, will continue to be followed. It is likely that changes to existing programs, such as the expansion of Historic Districts or designations of additional sites, will take place in the future.

## APPENDIX

#### Implementation Guides

- Locate and support small businesses, including unique retail and restaurants in Town Center
- Continued support for cultural amenities, such as Rockville Arts Place and Science Center, in Town Center
- Maintain citizen involvement, to include routine updates
- Ensure that adequate public and private open space is provided in new development

#### Neighborhood Plan Guides

- Zoning changes for area east of the tracks to be based on neighborhood plans
- Developers should work with the neighborhoods
- Protect neighborhoods from further encroachment
- Transition buffers areas between Town Center and neighborhoods are important
- Do not increase cut-through traffic
- Neighborhood should not be overburdened with social and institutional uses

